4477 J	Approved For Research See 2002/06/25 : CIA-RDR89B00569	R 400130073-7
4	Appropriate the Company of the Compa	ROUTING
DATE :	Ø2ØØZ 6 FEB 1961 T. TOP SECRETE T	[2]
	Denta	3 6
** optimizati mirano. Zaki-		
70 s	DIRECTOR	
ROW	25X1A	SECOND TOOL TANKS OF BLACK BARNES AND TO OVER WILLIAM STATES THE SECOND STATES AND THE S
1077G 4:	OPS (1-2-3-4)	ROUTINE
:	S/C (5)	PARACRITA CREATE SELECTION AND ACCOUNT AND
	CLZ	in the second se
g - Kryd/mis ing eKvelle - doubles yn inder greknespylwes - Nichbel	TOR: Ø216Z 6 FEB 1961	IN-45195
1200		cny
25X1A		25X1A
	A. FOLLOWING RADNOTE RECEIVED, NOT ADDRESS	SED AIR 25X1A
	FORCE RESCUE 72658 DEPARTED HICKAM \$5/17\$\$Z. FLIGHT PLAN TO WAKE	
	12 HOURS.	
25X1A	B. MOBILEWILL MONITOR 286.4 1 HO	OUR PRIOR FIRST
	ETA INSTRUCTIONS FOR LANDING AND CLEARING RUNWAY WILL BE GIVEN	
	AFTER INITIAL CONTACT. WINDS HAVE BEEN ACTIVE	SINCE OUR ARRIVAL
	WITH NO PREDOMINATE RUNWAY. DO NOT ANTICIPATE STRONG ENOUGH FOR	
	HAZARDOUS LANDING. AVERAGE HAS BEEN 16 TO 20	KNOTS. OCCASIONALLY
	GUSTS TO 30 KNOTS LATE AFTERNOON. 06-24 USUALLY LEAST DENSITY	
	OF GOONIE BIRDS.	
	C. IN EVENT OF RADIO FAILURE, SUGGEST STANDARD SOP OF FLYBY	
	MITH MADNE OF MINDO SET ALBORA TO MENTER	// /

LET AIRCRAFT WITH RADIO LAND FIRST AND FOLLOW, FUEL PERMITTING. IN EVENT BOTH LOSE, LAND ON \$6-24 OR 15-33 WHICHEVER MOST NEARLY ALIGNED WITH WIND TEE. WIND TEE IS VICINITY OF INTERSECTION OF RUNWAYS. CLEARING OF RUNWAY WILL DEPEND ON RUNWAY USED FOR LANDING.

END OF MESSAGE

RARESPYCH FOR BPICATE 201